MILWAUKEE DAILY SENTINEL.

VOLUME XIV.--NEW SERIES. MILWAUKEE, THURSDAY MORNING, JULY 30, 1857. WHOLE NUMBER 4806.

BUSINESS CARDS.

HENRY WILD,
REAL ESTATE & MONEY BROKER
AND NOTARY PUBLIC,
No 316 East Water Street, over Marine Bank,
MILWAUKEE, - - - - WISCONSIN.
Banks, Bonds, Mortgages, Notes and Drafts Bought and Sold. Loans negotiated and collections made.
may1-dly

G. A. & J. C. STARKWEATHER,
ATTORNEYS AND COUNSELLORS AT LAW,
MILWAUKEE, WISCONSIN,
OFFICE: 271 1-2 EAST WATER ST.
S. C. S. is Commissioner of Deeds for all the States.
GEORGE A. STARKWEATHER. may1 J. C. STARKWEATHER.

LEE & KINNAIRD,
BANKERS & LAND AGENTS,
MONTROSE, IOWA.
L. C. LEE, may1-dly. JAS. H. KINNAIRD

WORTHINGTON & MARSHALL,
OFFICE:
No. 205 East Water St.
Having a full and complete Abstract of all the Titles to Real Estate in the City and County of Milwaukee, together with the Tax Sales and Records of Judgments in the several Courts, they are prepared to examine Titles to city lots, and farms in the Country, and furnish Abstracts of the same. They will also give their attention to Negotiating Loans on Bonds and Mortgages, and making Investments.
☞ All communications relative to Real Estate in Wisconsin will be promptly attended to.
STATE AGENCY OFFICE.....JOHN L. MARSHALL.
apr18-e332 1y.

JAS. ABRAMS,
LAW AND ADMIRALTY OFFICE,
No. 3 Kneeland's Block, Milwaukee.
MR. ABRAMS, recently from Rochester, N. Y., has had many years practical experience in his profession, and is familiar with the New York Code of practice, which is now the practice of this State—he will give attention also to the business of Counsel and the trial of causes. mar11-e390tf

CROSS & HINDLEY,
Attorneys and Counsellors at Law. Office—No. 5 Albany Building, Milwaukee, Wisconsin. jy7e295dly

C. VON DEUTSCH
Attorney and Counsellor at Law,
AND
SOLICITOR IN CHANCERY,
No. 2, Kneeland's Block,
EAST WATER STREET - - - MILWAUKEE
ja26-e169-dly.

HOOKER & WEEKS,
Attorneys and Counsellors at Law.
OFFICE, NO. 7 ALBANY BUILDING,
Corner of Michigan and Main Streets,
MILWAUKEE, WISCONSIN.
A. G. HOOKER. jy15-e349dly G. A. WEEKS

CHARLES S. BELL,
CIVIL ENGINEER, SURVEYOR AND
REAL ESTATE AGENT
ROOM NO. 5, KNEELAND'S BLOCK.
jan12 e19-dly

SMITH & SALOMON,
LAWYERS,
No. 2 Kneeland's Block, East Water St.,
MILWAUKEE.
may1-e154-dly

BURNHAM & CHAMBERS,
ATTORNEYS AT LAW,
AND
SOLICITORS IN CHANCERY.
Milwaukee, January 1st, 1856. 492dly

COLLINS, SMITH & KEYES,
Attorneys and Counsellors at Law, Madison, Wisconsin.
L. C. COLLINS, GEO. B. SMITH, E. W. KEYES
aug7

MARTIN F. HOUGHTALE,
Attorney and Counsellor at Law, Berlin, Marquette County, Wisconsin. jy21-dly

REID WIN & SMEDEMAN,
Attorneys at Law, Milwaukee, Wisconsin.
Office in "Albany Block," Michigan st. apr22

WELLS & SHERRERDS,
Attorneys at Law, Milwaukee, Wisconsin. Office in Law Building, Wisconsin St.
CHAS. D. WELLS. [jy15] JAMES E. SHERRERD.

CLINTON & VAN DYKE,
Attorneys and Counsellors at Law, Milwaukee, Wisconsin. Office, 201 East Water Street, corner of Wisconsin St., in Mantle's block.
OMAR J. CLINTON. [may27] JOHN H. VAN DYKE.

J. P. STEVENS,
Wholesale and retail dealer in
ALL KINDS OF HARD AND SOFT WOOD LUMBER,
East Side of Fourth, North of Oneida Street,
MILWAUKEE, WISCONSIN.
Ash, Oak, Hickory, Maple, Walnut, Cherry, White Wood, Spokes, Shingles, and all other kinds of Wagon lumber constantly on hand.
may2-e68 3m JOSEPH HOLBROOK, Agt.

BROOKS & STEVENSON,
Portrait and Landscape
PAINTERS.
STUDIO, CORNER OF EAST WATER AND WISCONSIN STREETS, Over Van Cott's.
dec5-e172-dly

GEORGE H. STEVENS,
WHOLESALE AND RETAIL DEALER IN
GROCERIES AND PROVISIONS,
198 West Water Street,
MILWAUKEE, [jan21] WISCONSIN

VAN SCHAICK & SCHOONMAKER,
SUCCESSORS TO GREEN & WATKINS,
MANUFACTURERS OF QUICK LIME.
BUILDERS and others using Lime will find it to their advantage to call at our office.
may17-e792-dtf WEST WATER ST., below Spring St.

JOHN PLANKINTON & CO,
MANUFACTURERS OF
SOAP AND CANDLES.
West Water Street, near the M. & M. R. R. depot
MILWAUKEE.

T. W. MAYHEW & CO.,
WHOLESALE DEALERS IN
YANKEE NOTIONS,
CIGARS AND WHIPS.
ALSO, MANUFACTURERS OF
COMMON & FANCY CANDLES
AND AGENTS FOR
E. W. PIERCE & CO'S MATCHES.
No. 200 West Water St., Milwaukee.
nov8-3472-dly

RAMIEN & CO.,
Wholesale & Retail dealers in
CROCKERY, CHINA AND
GLASSWARE,
SOLAR LAMPS, LOOKING GLASSES,
TEA TRAYS, &C., &C.
MARKET SQUARE, No., 935,
MILWAUKEE -- WISCONSIN.
E. F. HERZBERG. CHAS. H. RAMIEN.
jy15

C. EISFELDT,
Importer and Wholesale and Retail Dealer in
CROCKERY & GLASSWARE,
Looking-Glasses, Cutlery, Britannia Ware, Lamps, &c.
West Water St., opposite Fountain House.
MERCHANTS and Housekeepers will find it to their advantage to examine my stock and prices before purchasing elsewhere. may15-e73 dly-ch

E. ST. JULIEN COX,
LAW, LOAN & LAND OFFICE,
ST. PETER,
NICOLLET COUNTY, MINNESOTA,
MONEY invested for non-residents, and guaranteed from 8 to 10 per cent. Interest. Land Warrants always on hand for sale. Land Warrants bought, sold, and particular attention given to their location.
Collections made and remitted less current rate of Exchange.
Information promptly and cheerfully given without charge. je26-e351-d&w1f

The Hawkins House.
BY W. A. HAWKINS,
Late Ward.
THIS HOUSE, formerly the Lake House, has been entirely refitted and newly furnished throughout. The best accommodations and always to be found here, and strangers coming to this market will find it to their advantage to put up at the FIRST CLASS HOUSE.
Milwaukee, August 16 1856. eastf

NEW HOTEL!
OLMSTED HOUSE,
J. OLMSTED PROPRIETOR
Corner of Detroit and Jefferson Sts.
THIS HOUSE has been recently built and just completed, in the most splendid style, and newly furnished throughout, for the express purpose of the accommodation of the public. Travellers will find it a desirable and convenient stopping place, in short a first class Hotel in every respect. Jan25-e88f-dly

P. HUEGIN,
PUMP MAKER,
HAS REMOVED from Market street, 7th Ward, to North Water street, 1st Ward, between Main and Market streets, opposite the Mills—is now ready to make Pumps for Wells, Ships, etc., Water Pipes for Corporations, etc., and to do any work in this line to order and on the shortest notice.
☞ Ship Pump constantly on hand, Pump Boxes of all sizes, and other Pump Materials, which I will sell at the lowest prices. mar7e804dly

GUNNISON & MAJO,
AT THE
"WOODCOCK,"
186 East Water Street, Milwaukee.
Best of liquors, cigars, and ale constantly on hand
Meals at all hours.
J. GUNNISON, je28e955dtf G. MAJO.

ST. NICHOLAS RESTAURANT,
No. 16, Wisconsin Street.
Best of Liquors, also Segars, constantly on Hand.
Meals at all Hours!
Free Lunch every day from 11 to 12 A. M., and from 10 to 11 P. M.
P. J. TOWLE. je30-e904d3m M. H. COLLINS.

RAILROADS.

LAKE SHORE RAILROAD.

CHANGE OF TIME.

ON and after Thursday, July 9th, 1857, and until further notice, Passenger Trains of the

Milwaukee and Chicago Railroad Line

Will leave Milwaukee, from Florida street, for Chicago and intermediate stations, at 8.45 A. M., and 3.00 P. M., receiving passengers from the

MILWAUKEE & MISSISSIPPI RAILROAD,

ALSO FROM THE

MILWAUKEE & WATERTOWN RAILROAD,

THE

LA CROSSE & MILWAUKEE RAILROAD,

AND THE

MILWAUKEE & HORICON R. R., at Milwaukee;

AND THE

RACINE & MISSISSIPPI R. R., at Racine,

And connect with the Afternoon and Evening Express Trains for the East, over the Michigan Central and Michigan Southern Railroads.

☞ Passengers ticketed to Chicago, Boston, New York, Philadelphia, &c., &c.

☞ Trains leave Chicago for Milwaukee and intermediate stations at 9.50 A. M., and 3.30 P. M., receiving passengers for the above mentioned Railroads and places, and making two Passenger Trains each way daily, Sundays excepted.

FREIGHT TRAINS run through to and from Milwaukee and Chicago daily, Sundays excepted. Leave Milwaukee at 7.15 A. M. Leave Chicago at 8.20 A. M.

T. MOODY, Agent, Milwaukee.
my16 O. B. HALL, Sup't

MILWAUKEE & CHICAGO AND RACINE & MISS. RAILROADS.

NEW ARRANGEMENT,

THE FARE EFFECT on and after Thursday, June 18th, 1857. By taking the 8.45 A. M. train from Milwaukee, passengers can make a close connection at Racine Junction with trains bound west, for all Stations on R. & M. Railroad.

Passengers ticketed and Freights billed through to and from Milwaukee and Stations on the Racine and Miss. R. R.

☞ Freight sent through same day.

JOHN H. HALL,
Superintendent M. & C. & R. R.
JOHN T. MOODY, Agent. jn18

MIL. & MISS. RAIL ROAD.

This road was opened for the transportation of Freight and Passengers on the 15th of April, 1857.

1857. Summer Arrangements. [1857

Between *Milwaukee and Prairie du Chien*, the Passenger trains run as follows, on and after June 20, 1857:

GOING WEST.

Leave Milwaukee at 7.30 A. M., accommodation train. *Leave Milwaukee* at 12 M., day *Express* connecting at Janesville with the Express Train which leaves Chicago at 10.00 A. M., and arrives at Prairie du Chien at 8.10 P. M., connecting there with one of the fine new and superior Packets, which leaves immediately for all points on the Mississippi above Prairie du Chien.

Leave Milwaukee at 5.30 P. M., on the arrival of the Lake Shore cars from Chicago, and at Janesville connecting with a train from Chicago over the St. Paul R. R., and arriving at Prairie du Chien at 5.30 A. M., where it will connect with boats for the Upper Mississippi.

These trains in connection with the Prairie du Chien and St. Paul daily line of Packets, will place passengers at least 48 hours in advance of the routes via Dunleith, to any point above Prairie du Chien on the Mississippi River.

GOING EAST.

Passenger trains leave Prairie du Chien at 5.45 A. M. and 4.45 P. M., connecting at Janesville with trains over the St. Paul Road to Chicago.

The 5.45 A. M. train arrives at Milwaukee in time for the morning train on the Lake Shore Railroad for Chicago.

The 5.05 A. M. train via Janesville, arrives in time at Chicago for the 8.00 A. M. train on the Southern Michigan Central Railroad and Fort Wayne Railroads to all Eastern points, and the 4.45 P. M. train from Prairie du Chien and Janesville in Chicago, in time for the early morning trains on all the Eastern and Southern Railroads.

The price from Chicago to and from Prairie du Chien is $5. Either by way of the St. Paul Railroad and Janesville, or by the Lake Shore Railroad via Milwaukee, but via Milwaukee and by the Boats is $7 cents less.

The price between *Milwaukee and Prairie du Chien* will be $5.00.

Leave Madison at 8.30 A. M. for Milwaukee, arriving in time for the afternoon train on the Lake Shore Railroad to Chicago; also connecting at Janesville with the St. Paul Railroad, by which passengers reach Chicago in time for the 3 P. M. trains going East.

FREIGHT trains run each way over the entire length of the Road daily.

Boats on the River from Prairie du Chien to all points above, the same as *proportion to distance* as from Galena. There will be no charges at Prairie du Chien for storage or shipping.

Passengers by Davis & Moore's line of Stages will be conveyed to and from the several stations on the arrival and departure of the cars to Galena, Mineral Point, Dodgeville, Richland City, and to Baraboo, and Sauk City. WILLIAM VAN DYKE,
may9 Superintendent.

LA CROSSE & MILWAUKEE RAIL ROAD.

SUMMER ARRANGEMENT.

GREAT NORTHERN ROUTE.
FROM MILWAUKEE TO THE WEST
AND NORTH-WEST.

PASSENGER TRAINS
LEAVE MILWAUKEE, FROM FOOT OF DESPATCH ST.,
GOING WEST, DAILY, (SUNDAYS EXCEPTED) FOR
Horicon, Waupun, Ripon, Junction, Fond du Lac
Beaver Dam, Fox Lakes, Cambria, Midland
and PORTAGE CITY at

7.00 A. M. Arriving at Portage City at 12.25 P. M.; Ripon, 11.28 A. M.; Fond du Lac, 11.50 A. M.

3.50 P. M. Arriving at Portage City at 8.45 P. M.; Ripon, 7.51 P. M.; Fond du Lac, 8.15 P. M.

LEAVE PORTAGE CITY, GOING EAST, AT

6.00 A. M. Arriving at Milwaukee at 11.25 A. M. and connecting with the Evening Lines of Boats, South, and with the Milwaukee & Mississippi Road, West.

2.00 P. M. Arriving at Milwaukee, 7.45 P. M., and connecting with the Evening Lines of Boats, South, during the season of navigation, for Chicago, and Michigan Central and Michigan Southern Roads.

☞ Passengers arriving at Milwaukee by the Evening Train on the Milwaukee and Chicago and Milwaukee and Mississippi Roads, or Morning Boats, from Chicago, can leave by the 1 A. M. train, arriving at Portage City, Ripon or Fond du Lac, in season for dinner.

☞ Passengers arriving at Milwaukee by the Morning Trains, on the Milwaukee and Chicago or Milwaukee and Mississippi Roads, and destined for the North-west, can reach Portage City, Ripon or Fond du Lac, by the 3.50 P. M. Train, the same evening.

STAGES WILL CONNECT AT PORTAGE CITY,
For all the principal towns and villages in the North-western portions of this State, including
BARABOO, REEDSBURGH, KILBOURN CITY, MAUGHSTON AND LA CROSSE, ON THE MISSISSIPPI RIVER.

Where Steamers will connect for
ST. PAUL, AND OTHER IMPORTANT PLACES ON THE UPPER MISSISSIPPI.

Immediate connection is made by each train with at trains upon the Milwaukee & Horicon Railroad, at Horicon, for Waupun, Beaver Dam, Ripon, and Berlin. Also at Junction, with all trains upon the Chicago, St. Paul and Fond du Lac Railroad, for Chester, Oakfield and Fond du Lac, where direct connections are made with the steamers up to Lake Winnebago, for Oshkosh, Neenah, Appleton, Green Bay, and all important places in the North-eastern part of the State.

N. B. Passengers coming West, either by the Michigan Central or Michigan Southern Railroads, destined for any of the above named places, must take the Cars of the Milwaukee and Chicago Rail Road, or the Steamers of the Clement Steamboat Line, for Milwaukee, and thereby avoid Stage fatigue, connected with the other Rail Roads leading West and North-west from Chicago toward the interior of Wisconsin.

☞ Through Tickets can be obtained at the offices of all connecting roads and steamers.

☞ Passengers will please procure Tickets, before entering the Cars.

☞ Attentive and careful Baggagemen on hand half an hour before starting.

EDWIN H. GOODRICH, Supt.
Milwaukee, March 16th, 1857.

LA CROSSE & MILWAUKEE R. R, WATERTOWN DIVISION.

OPEN TO COLUMBUS.

ON SUNDAY, May 25th, 1856, and until further notice, passenger trains will leave Milwaukee from the Depot, foot of Second Street.

Leave Milwaukee for Pewaukee, Hartland, Pine Lake, Oconomowoc, Watertown and Columbus at 2.45 P. M.

Returning, leave Columbus for Milwaukee and intermediate stations at 6 A. M.

Passengers arriving at Milwaukee by Milwaukee & Chicago Rail Road, or Lake Michigan Steamboat Co's Boats, can immediately proceed to the above places.

☞ Connections are made at Watertown at Sundays for Lake cities, Jefferson, Waterloo, Hamilton, Marshall, Pardee, Cottage Grove and Madison; also at Columbus for all points to the West or North West.

Passengers arriving at Milwaukee from any of the above points, make connections with the various lines of roads or boats to the North, South or East.

Through tickets can be had at the office in all connecting roads and steamers.

Passengers will please procure tickets before taking seats in the cars. EDWIN H. GOODRICH,
may28 Superintendent.

EXTENSION OF THE MILWAUKEE & HORICON R. R. TO RIPON.

NEW ARRANGEMENT.

REGULAR PASSENGER TRAINS will run on the Milwaukee & Horicon Railroad between Milwaukee and Ripon, on and after Tuesday, the 11th inst., as follows:

Leave Milwaukee—
1st Train, 7.00 A. M. ..... Arrive at Ripon, 11.28 P. M.
2d Train, 3.20 P. M. ..... Arrive at Ripon, 7.51 P. M.

Leave Ripon—
1st Train, 6.30 A. M. ..... Arrive at Milwaukee, 11.35 A. M.
2d Train, 3.10 P. M. ..... Arrive at Milwaukee, 7.45 P. M.

The Stages of the Wisconsin Stage Company connect at Ripon, and run to and from Oshkosh, Neenah, Menasha, Appleton, Depere, Green Bay, Berlin, Wautoma, Waupaca, Weyauwega, Plover, Steven's Point, and all other principal places North and North-West, forming almost the only practicable route to the same.

JESPER VLIET, Supt.
November 8th, 1856.

TO OWNERS OF RIVER PROPERTY.

THE SUBSCRIBER HAS TWO FIRST CLASS STEAM DREDGES!

And is prepared to contract for excavating and filling lots. R. L. DADY,
mar3-e276-d&m [je16 Spring St., up stairs.

RAILROADS.

MARIETTA AND CINCINNATI RAILROAD.

AMERICAN CENTRAL RAILROAD LINE.
NEW ROUTE TO THE EAST.

Open through to Marietta, Parkersburg, Baltimore, Washington, Philadelphia and New York, being the nearest route from Cincinnati to Baltimore and Washington city by 53 miles, and 24 miles shorter to Philadelphia and New York. Only one change of cars from Cincinnati to Baltimore. Fare as low as by any other route.

On and after Monday, June 22d, 1857, trains will run as follows:

BALTIMORE AND CINCINNATI EXPRESS,

Will leave Cincinnati at 5.45 A. M. One hour for dinner on the way, at John Beck, at 2.50 P. M.; arrive at Grafton at 5.14 P. M.; 20 minutes for supper; arrive at Baltimore at 8.00 A. M. next morning; at Philadelphia at 1.00 P. M.; and New York at 5 P. M.

BALTIMORE, CHILLICOTHE AND HILLSBORO' ACCOMMODATION.

Will leave Cincinnati at 8.40 P. M., stopping at all stations. Arrive at Hillsboro' at 6.45 P. M., Chillicothe at 8.05 P. M., and Parkersburg at 10.30. Due at Grafton at 1:30 P. M., and Baltimore at 8.00 A. M. next morning.

Baltimore and Cincinnati Night Express will leave Cincinnati at 7.00 P. M. One hour for breakfast on the steamer John Beck at 6. 5 A. M.; arrive at Grafton at 1:30 P. M., and Baltimore at 8.00 A. M. next morning.

Passengers from the West and Northwest, by taking the Chicago & Milwaukee Road, at Milwaukee, Michigan Central Road at Chicago, the New Albany and Salem Road at Michigan City, the Lafayette and the Indianapolis & Cincinnati Road at Indianapolis, connect with the Marietta & Cincinnati Railroad, at Cincinnati, without delay, and reach the Eastern cities with the utmost possible despatch.

☞ Two through trains leave Milwaukee daily at 8:40 A. M., and 8:00 P. M.

Through tickets can be had at all the Ticket Offices throughout the West and Northwest.

☞ Call for tickets via Marietta & Cincinnati R. R.

GEO. BARNES, Sup't.

JOHN W. FOGGIT, Gen'l Ticket Agent.
J. E. GIBBONS, Gen't Western Agent.
ANDY W. FRANCISCO, Travelling Agent.
jy15 1857 d no

RACINE & MISSISSIPPI R. R.

THIS road, now open to Durand, 95 miles from Racine, and within 15 miles of Freeport, forms with its connections, the shortest, cheapest and most expeditious route from Racine and Milwaukee to all parts of southern Wisconsin, northern Illinois and Iowa. Trains leave as follows:

GOING WEST.

Leave Racine—Passenger Train at 7:45 A. M.
" " Freight Train, at 7.45 "
" " Passenger Train, at 9:00 P. M.

GOING EAST.

Leave Rockton—Passenger Train at 6:00 A. M.
" Rockton—Freight " 8:00 A. M.
" Durand " 1:15 P. M.

arriving in Racine in time for the afternoon train on the Lake Shore Railroad for Milwaukee, and by Steamer for Chicago.

STAGES

connect with noon trains at Durand to and from Freeport. At Burlington, for Rochester and Waterford—At Racine, for Whitewater, Janesville and Geneva.

☞ Freights will have prompt despatch over this road, and can go to and from Milwaukee without change of Cars

ROBERT HARRIS, Superintendent.
Racine, May 25th, 1857. may26

PITTSBURG, FT. WAYNE & CHICAGO RAILROAD!

THE 18 New and Direct Route now open to New York, Boston, Pittsburgh, Philadelphia, Baltimore and Washington City, Cleveland, Dunkirk, Buffalo, Niagara Falls, and all Eastern Cities, Cincinnati, Columbus, Dayton, Springfield, Urbana, Zanesville, Steubenville, Newark and Wheeling, and all interior towns of Ohio, Pennsylvania, Virginia, Maryland, New Jersey, &c., making one grand unbroken Rail Road line between

CHICAGO AND THE EAST.

FARE AS LOW AS ANY OTHER ROUTE.

☞ Passengers wishing to go by this desirable and pleasant Route, should be particular and ask for Tickets by Fort Wayne, avoiding the annoyance of re-checking baggage as by other Routes.

Trains leave Depot on VAN BUREN ST., daily as follows:

7:15 A. M. 7:45 P. M.

With but one change of cars to Pittsburgh.

NO CHECKING BAGGAGE THROUGH

To Pittsburgh, Philadelphia, Baltimore and New York. Connecting directly with trains on the great Pennsylvania Central Railroad, to all Eastern cities. Also, with Cleveland and Columbus Railroad to Cleveland, Dunkirk, Buffalo, Niagara Falls, via New York Central and New York and Erie Railroads to New York and Boston.

Persons going East will find this route by far the most desirable both from the absence of change of cars, variety and beauty of the country through which the roads pass, as well as the less frequent changes of cars, and the annoyance of re-checking baggage required by other routes.

Facilities for the transportation of Freight and Live Stock by this route, are unsurpassed. Rates as low as any other route, and with equal speed.

Tickets for sale at all the principal ticket offices at the West, and at the Company's Office, No. 80 Dearborn St., opposite the Tremont House, Chicago, and at the office of the Lake Shore Railroad, Milwaukee, by A. G. Eland.

JOHN J. HOUSTON, General Freight and Passenger Agent, Pittsburgh.

D. W. BOSS, Gen'l Western Agent, Chicago.
JAMES W. ALLISON, Freight Agent, Chicago.
Chicago, Dec. 16, 1856. mar12-e229dly

Through to New York in 34 Hours.
THE ONLY ROUTE, MAKING SURE CONNECTIONS.

To Niagara Falls, Buffalo, Rochester, Utica, Horncllsville, Elmira, Binghampton, Albany, Troy, New York, Philadelphia, Boston and New England States, over the

MICHIGAN CENTRAL RAILROAD,

—AND—

CANADA BROAD GAUGE RAILWAY.

THE MICHIGAN CENTRAL RAILROAD having the advantage of an EXCLUSIVE TELEGRAPH LINE, used entirely for the Despatching of all trains, thereby avoiding a possibility of collisions or delays, so annoying on other routes.

Five Daily Trains Leave Chicago

5.00 a. m. Express Mail: making direct through connections.

7.40 a. m. Lightning Express: arriving at Niagara Falls or Buffalo next morning, New York at 9 p. m., Philadelphia 6.30 p. m., Boston at 12 o'clock night.

10.15 Cincinnati Express: arrives at Cincinnati at 4.15 a. m.; connects at Lafayette with trains for Ne Albany, Louisville, Indianapolis, Dayton, Columbus, Zanesville, Wheeling, Pittsburgh, Philadelphia, Baltimore and Washington.

3.30 p. m. Afternoon Express: arrives in New York at 9 a. m. second day, or Boston at 1 p. m., Philadelphia at 9:30 second morning.

9.15 p. m. Night Express: arriving at Niagara Falls or Buffalo next evening, New York at 1 p. m., at Boston 4 p. m. next day.

(Also connects at Michigan City, (except Saturday) direct, with trains on N. Albany & Salem R. R. for New Albany, Indianapolis, Cincinnati, Dayton, Columbus, Zanesville, Bellefontaine, Union, Wheeling, Baltimore, Washington and Philadelphia.

☞ The trains on the Chicago, Burlington & Quincy, Galena & Chicago Union, Illinois Central and Michigan Central Railroads run into the same Depot at Chicago, saving the expense to passengers of hack hire and transfer of baggage.

The 7.40 a. m., 3.30 p. m. and 9.15 p. m. trains make direct connections at Toronto with the

Grand Trunk Railway,

To Kingston, Ogdensburgh, Montreal, Quebec, and all points in Canada East, Northern Vermont, New Hampshire and Maine.

It is well known by the travelling public that this Road has no competitor of equal facilities from Chicago to Niagara Falls, New York, Ogdensburgh, Montreal, &c., &c.

The only train that leaves Chicago Saturday night is over this route, 9.15 p. m. One train Sunday, at 9.15 p. m. No 5.30 train Saturday.

Baggage checked through to Niagara Falls, Buffalo, Albany, New York, Boston, Rhuira and Philadelphia.

☞ Passengers arriving at Chicago by any of the Railroads, will find competent agents on the cars and baggage masters at the depots, to receive checks and convey their baggage to the Michigan Central Railroad Depot, free of charge.

Through Ticket Good for Ninety Days,

Allowing holders to remain over and resume their seats, can be bought at the different offices in the West; also at the Passenger Depot, foot of Lake street, and at the General Ticket Office, corner of Lake and Dearborn streets, Chicago, opposite the Tremont House.

HOWIT. H. J. SPALDING, Gen'l Agt.

D. UPMAN & SON,

BANKERS AND EXCHANGE BROKERS,
WINONA, MINNESOTA,

DEALERS in Exchange, Gold, Silver, Uncurrent Money, and Land Warrants. Collections made and promptly remitted; loans negotiated on real estate and other securities.

Also a few thousand acres of desirable farming lands at great bargains.

D. UPMAN. jy8-151-6m E. S. UPMAN.

SIMMONS, DANFORTH & SOUDDER,

No. 21 & 32 South Market & Chatham Sts.,
BOSTON, MASS.,

OFFER FOR SALE—
850 hhds Muscovado Sugar.
125 " Porto Rico "
1500 hhds Refined "
800 boxes White and Brown Havana Sugar.
300 hhds Porto Rico and Sinsoola Molasses.
100 " Cuba "
2500 packets Java Coffee.
1200 bags Porto Cabello Coffee.
1050 " Rio "
500 " Baye and St. Domingo Coffee.
2500 half chests Hyson and Young Hyson Tea.
500 " Imperial and Gunpowder "
2000 " Oolong "
With a large assortment of other goods at low prices.
jy4Q7d&wVBP

OFFICE OF THE MILWAUKEE & RIPON R. R. Co.,
Milwaukee, July 9, 1857.

NOTICE is hereby given that an assessment of ten dollars a share has been made on each share of the issued and subscriptions of the capital stock of this company, payable at the office of said Company, in Milwaukee, on the 15th day of August next. Also, another assessment of ten dollars each share of the unpaid subscription of the Capital stock of said company payable at the office of the company in Milwaukee on the 15th day of September next.

SAMUEL FARRAR, Secretary.
jy8-43d5w

FOR SALE.

20,000 Bu. Corn; 20,000 bu. Oats—
Also, just received, a consignment of Wrapping Papers, which will be sold cheap for cash or in exchange for Rags.
COLE, BRADLEY & Co., Com. Merchants,
je28-e94ddf 212 W. Water St.

MASONIC BOOKS.

WE have complete sets of Masonic Books, embracing the writings of Cross, Moore and Davis, which we sell in detached volumes, when required.
Printing for Lodges promptly executed.
STRICKLAND & CO.,
Booksellers and Stationers,
je9 124 East Water St.

NOTICE.

PAPER Hangers furnished, and Rooms papered at the shortest notice. Prices as low and work done better than any other shop in the city.
J. J. McGRATH & Co.,
Practical Paper Hangers,
je24-e952dtf 91 Wisconsin St.

TRANSPORTATION.

1857. FOR LAKE SUPERIOR.

Chicago, Milwaukee and Lake Superior Line.
STEAMER LADY ELGIN.

E. H. TOMPKINS, ... COMMANDER.

Will make her regular trips during the season of navigation according to the Time Table below:

LEAVE CHICAGO,		LEAVES MILWAUKEE,	
Thursday, 8 o'clock A. M.	June 19	Thursday, P. M.	June 18
Tuesday,	" 30	Tuesday,	" 23
Monday,	July 13	Monday,	July 13
Saturday,	" 25	Saturday,	" 25
Thursday,	August 6	Thursday,	August 6
Tuesday,	" 18	Tuesday,	" 18
Monday,	" 31	Monday,	" 31
Saturday,	Sept. 12	Saturday,	Sept. 12
Saturday,	" 26	Saturday,	" 26

LEAVES MARQUETTE.		LEAVES SUPERIOR RETURNING	
Friday, P. M.	June 19	Thursday,	June 25
Wednesday,	July 1	Sunday,	July 5
Tuesday,	" 14	Saturday,	" 11
Sunday,	" 26	Thursday,	" 30
Friday,	August 7	Tuesday,	August 12
Wednesday,	" 19	Sunday,	" 23
Tuesday,	Sept. 1	Saturday,	Sept. 5
Sunday,	" 13	Thursday,	" 17
Sunday,	" 27	Thursday,	Oct. 1

The LADY ELGIN is a first-class steamer of 1 57 tons burthen, and cannot be surpassed by any steamer doing the Western waters in point of speed, comfort and general convenience, and is

THE ONLY BOAT THAT CAN BE RELIED UPON by passengers wishing to go to Superior.

The Steamer Lady Elgin will make twelve day trips between Chicago and Superior, touching at all Points on Lake Michigan and at Mackinaw, also, at Sault St. Marie, Marquette, Copper Harbor, Eagle Harbor, Eagle River, Ontonagon, La Pointe Bayfield, Ashland and Superior.

☞ For Freight and Passage, Apply to
A. T. SPENCER & CO.,
Foot of State street, Chicago, or to
DOUSMAN & CO.,
Milwaukee.
jy17-94 no

PRAIRIE DU CHIEN AND ST. PAUL PACKET CO.,

IN CONNECTION WITH

MILWAUKEE & MISSISSIPPI R. R.

SHIPPERS of FREIGHT and the Merchants of the Upper Mississippi River are notified that merchandize for the various Landings marked to the care of the Milwaukee & Mississippi Rail Road at Prairie du Chien, will be received there on the levee by the undersigned for shipment at Tariff Rates:—

By Steamer Milwaukee, Captain Hewitt.
" Dubuque, " Whiteley.
" Ocean Wave, " Andrews.

One of which new and powerful side wheel boats leaves the Prairie every day at 5 o'clock for St. Paul, arriving there the next day at 12 o'clock A. M.

It is the object to obtain the Road and the Boats to represent as unnecessary charges, and all rates are transferred by the Rail Road Company directly from the cars to the Levee, without any expense to the consignee, no commissions will be charged, and no drayage to be charged.

Merchants will bear this in mind in making their shipments, and as it is the intention of every one connected with this Route to make it a popular one, no delay will take place in sending freights forward.

For Prairie du Chien Packet Company,
F. J. HILLS, General Agent.

N. B.—Consignments of Reapers, Movers Threshing Machines and Machines received as above.
jel1 e899 3&m

1857 OLD OSWEGO LINE.

Cheapest and Quickest Route to New York,

THIS well known and reliable Transportation Company have extended their facilities for Chicago trade, by the following first class Propellers:

DUBUQUE, GALENA,
LA CROSSE, MADISON,
BURLINGTON, KENTUCKY,

Which, with their fleet of A No. 1 Vessels, and a large and well organized line of Lake Boats, between New York and Oswego, will enable them on the opening of navigation to transport merchandize and produce between New York and the West, on favorable terms, and with unusual despatch.

FITCHUGH & LITTLEJOHN, Oswego, Proprietors.
GEO. M. CHAPMAN, Agent, }
JAS. PACK & CO., Consignees, } Chicago
A. H. FITCHUGH, Agent, Pier, A bason.
P. S. LITTLEJOHN, Agent, Buffalo.
DOUSMAN & CO.,
Foot of Erie Street, Consignees.
ALBERT LEE, Agent, office at Dousman & Co's.
apr18e516tf

New Line of Propellers.

BUFFALO, CLEVELAND AND CHICAGO LINE.

1857 1857

During the season of Lake navigation of 1857, the following named Propellers will run between Buffalo and Chicago, touching at Cleveland and intermediate ports, forming a tri-weekly Line for the transportation of freight and passengers:

Propeller FOUNTAIN CITY.....500 tons burthen.
do GALENA.....750 do
do LA CROSSE.....750 do
do MENDOTA.....700 do
do WENONA.....750 do
do EVERGREEN CITY....650 do
do CUYAHOGA.....750 do
do KENOSHA.....650 do

All of the above vessels are new, having been built within the past year, expressly for the Upper Lake trade, and are of great strength of hull and power of engine, securing to shippers of freight greater despatch, and a less rate of insurance than any other line.

The cabins will be fitted out with the modern improvements introduced for the safety of passengers and freight, with spacious and well arranged cabins for families and emigrants, affording them the cheapest, safest and quickest transit from Buffalo and Cleveland to ports on the west shore of Lake Michigan.

The vessels of this line will run in connection at Buffalo with the

NEW YORK CENTRAL RAILROAD,

AND THE

Troy and Western Line of Canal Boats,

On the Erie Canal; at Cleveland with the

Cleveland, Pittsburgh & Wheeling Railroad,

Furnishing each of the above tri-weekly accommodations for the shipment of freight and passengers.

With these facilities the proprietors respectfully solicit a share of public patronage.

For freight or passage apply to—
N. CHAMBERLIN, Agent of New York Central Railroad No. 207 Broadway, New York.
RICE, ALLEN, OPP & CO., Agents Troy and Western Line, Office 91 Oswego Slip, New York.
SHELDON PEASE, Agent, Office foot of Michigan Street, Buffalo.
H. JOHNSON, Agent N. Y. Central R. R., No. 221 River St., Cleveland.
J. A. CAUGHEY, Agent Cleveland, Pittsburgh & Wheeling R. R., Pittsburgh.
D. B. WILLIAMS, Agent Cleveland, Pittsburgh & Wheeling R. R., Bridgeport, opposite Wheeling, Va.
J. F. KIRKLAND & CO., Sheboygan, Wisconsin.
KELLOGG & STRONG, Milwaukee, do
RAYMOND & DUTTON, Racine, do
KENOSHA PIER CO., Kenosha, do
D. O. DICKINSON & CO., Waukegan, Illinois.
HALS & CO., Chicago, do
SHELDON PEASE, Managing Agent,
Office foot of Michigan street, Buffalo, and foot of River street, Cleveland. mar14e859dtm

1857.

AMERICAN TRANSPORTATION CO.

CAPITAL ..... $200,000.
INCORPORATED UNDER LAWS OF THE STATE OF NEW YORK.

THE COMPANY ARE PREPARED,

On the resumption of Navigation, to transport property and persons from New York, Albany and Troy, to most of the Ports on Lake Erie and Michigan, and produce from Lake Ports to Tide Water. The Directors solicit for the Company a continuance of patronage, as liberally bestowed the past season. Every exertion will be used to do all business entrusted to it, with promptness and care.

HIRAM NILES—President.
WILLIAM WALDRON—Vice President.
J. C. EVANS—Secretary and Treasurer.
Marine Block, Buffalo.

M. M. Caleb, } Agents, corner Front Street and Commercial, Milwaukee.
Jas. H. Mallory, } Agents, Lake Ship, New York.
G. G. Kidder, Agent, 108 State street, Boston, Mass.
O. N. Chapin, " 55 Quay street, Albany.
Stillman, Mathews & Co., 201 River street, Troy.

☞ The company have large, convenient and spacious Docks and Wharehouses at most of the Lake ports where their Propellers will land their up freights under the direction of their Agents who will give their particular attention to its proper delivery, and attend to all claims and damages.

☞ Mark Packages A. T. & Co., and ship at Pier 7, East River.

B-256-d-tf. J. J. TALLMADGE,
General Agent,

VOLUME XIV. MILWAUKEE DAILY SENTINEL, THURSDAY MORNING, JULY 30, 1857. NEW SERIES.

THE DAILY SENTINEL.

KING, JERMAIN & CO.,
PUBLISHERS AND PROPRIETORS.

RUFUS KING.....T. D. JERMAIN.....H. H. BRIGHTMAN

MILWAUKEE:

THURSDAY MORNING, JULY 30.

Republican State Convention.

A REPUBLICAN STATE CONVENTION will be held at Madison, on Wednesday, the 2d of September next, at 12 M., for the purpose of nominating candidates for State officers to be elected in November.

Each Assembly District will be entitled to two delegates in the Convention.

L. P. HARVEY,
N. W. DEAN,
K. J. FLEISCHER,
J. O. COYER,
BYRON PAINE,
THOS. REYNOLDS,
CHAS. ROESER,
L. H. GARY,
EDWARD ILSLEY,
Republican State Central Committee.

Madison, July 6, 1857.

☞ *For Commercial and Latest News, see next page.*

A Railroad Celebration—By all Means.

We presume that the Committee appointed by the Board of Trade will find no difficulty in raising the necessary wherewithal to provide for the entertainment of the guests of our city at the proposed Railroad Jubilee. The manifest advantages to accrue to every business interest from the visit of a large number of the intelligent people from the more distant portions of our own State, and from Iowa and Minnesota, from which we are already getting the beginnings of a profitable trade, are such that they need no argument.

The Milwaukee & Mississippi R. R. Co., with a liberality which is none the less liberal because they see their own advantage in it, offer to convey all comers, *to* and fro without charge, so that the city will only see to their comfort while here. Let us have the Railroad Jubilee, by all means, then. Let a cordial invitation be extended, by a duly appointed Committee, on behalf of all our citizens and the Milwaukee & Mississippi R. R. Co., to come and see us. We want to take by the hand some scores of wide-awake conductors of presses in our own State, Iowa and Minnesota, who have said many a good word for Milwaukee. We want the enterprising merchants to come and see our fair city, and make the acquaintance of our people.

Let us hold the Jubilee, by all means.

The Minnesota Convention.

The absurdity of the farce which is being played by the Sham Democratic minority at St. Paul, is clearly manifested, when it is considered that, without any members from Pembina, the whole Convention would consist of 102 members, of which a majority would be 52. If the Pembina members were legally elected, as the Democrats claim, the whole number would be 108, and a majority would be 55.

FIFTY-SIX Republican members are in regular session, conducting the business for which they were sent by the people, while about 30 factious Democrats, a few having left through shame, still meet and call themselves "the Convention!"

Berlin close at Hand!

We learn that the construction trains on the Milwaukee and Horicon Railroad are close to Berlin, and that the track will be completed to that handsome and thriving place in two or three days.

☞ Sheboygan in locality, enterprise, commercial importance, wealth, is entitled to as much respect and consideration from Milwaukee as Milwaukee can ask of Chicago. But Milwaukee has universally made it a point not only in Newspaper notices but in every other way to divert attention from Sheboygan.—*Sheboygan Times.*

Our neighbor city of Sheboygan *is* entitled to all the consideration which any city of our State deserves, and has, received, in the columns of the *Sentinel*, its full share of notice, as any of our readers will testify, so far as it has been possible for us to bestow it. Whatever is lacking, is not the fault of the press of Milwaukee, for we know there are not five papers in the land which take so much pains to post their readers upon the condition and progress of the towns in the State, as do the press of our city.

And we say now, what we have been provoked to say before, that there are no papers in the State, in any important town, which furnish so little information to persons abroad of matters of interest to non-residents, as do the Sheboygan press. If we, in Milwaukee, do not publish the items, it is because we do not find them. We always carefully scan the columns of our exchanges for these items, and get what we can from the press of Sheboygan. Besides this, other towns furnish, by correspondents, information of interest, but we have not heard from a Sheboygan man since time immemorial.

The charge of the *Times* is unjust and ill-tempered.

SOUTHERN TEXT BOOKS.—Among the acts of the Southern Commercial Convention, held in Savannah last year, was the appointment of a committee of learned men to meet together to prepare text books for the use of students in southern schools and colleges. The President of the Convention, Hon. James Lyons, of Richmond, promptly and seasonably published a card, which was copied in all the southern papers, convening the members in Columbus, S. C., on the 13th of May last, but the Norfolk *Argus* says, "we feel mortified to have to record that not a single member of the committee attended." Of course they did not. A good text-book is a good text book wherever it is printed; and the idea that the "peculiar institution" needs an arithmetic or algebra, is too stupid to be acted on by men of learning.

☞ The Patent Office at Washington has received three thousand applications and issued fifteen hundred patents within the last six months. The income of the office for the same time has been over one hundred and sixteen thousand dollars, and the expenses of the office, including some improvements in the building, one hundred and eight thousand dollars.

The Regents of the Smithsonian Institution propose surrendering their present building to the Federal Government for a National Museum, as the Institution, under its present plan of operations, requires only an office for the transaction of business.

MORE CHEATING.—The *News* is still engaged in reading homilies upon the conduct of the people of Kansas, taking for its text articles from G. W. Brown's paper, which it calls "the most influential Free State paper in the Territory!"

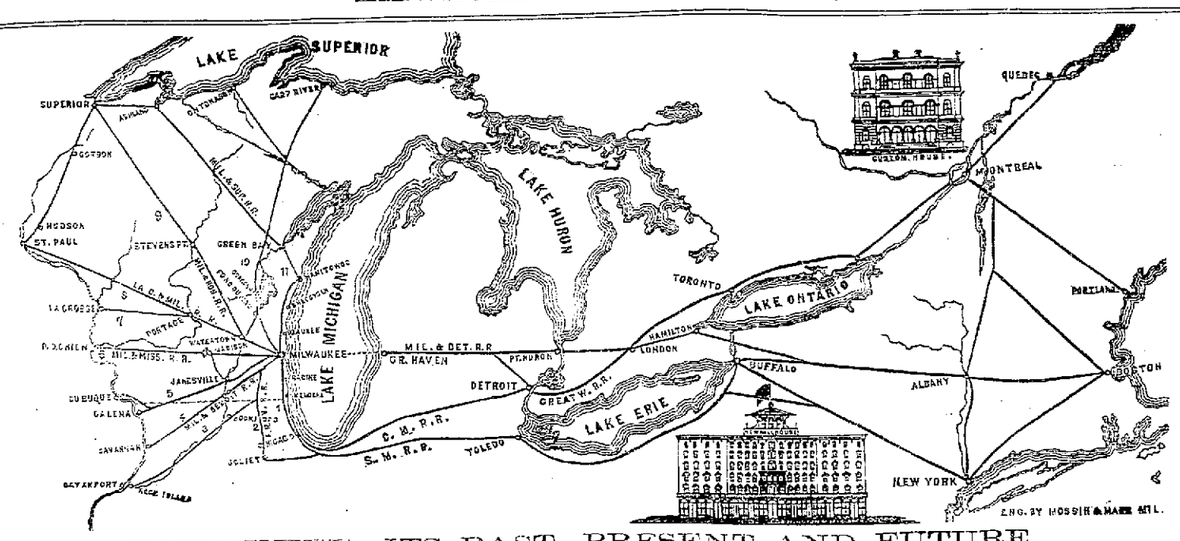
BANKS TUMBLING.—The City Bank of Cincinnati and the Union Bank of Sandusky, Ohio, are reported as "shaky," while the Merchants Exchange Bank of Bridgeport is thrown out in New York.

ENLARGED.—The Portage City *Record*, one of the liveliest and best of our exchanges comes to us enlarged. The *Record* well deserves its success.

FAILURE.—Mr. McELRATH, one of the associate proprietors of the N. Y. *Tribune*, it is said, has failed. Dabbling in Pittsburgh City stock is assigned as the reason.

A DEAD PARTY.—The Madison *Patriot*, (dem.) graphically describes the malady which killed the democratic party in this State, and adds:

Such is the fated malady that has overtaken the Democratic party of Wisconsin. It has been laid on thick and fast, with double coating—shingled, mortared, tarred, plastered, and rubbed in, until the party resembles more the ghost of a spring colt—dead, demised, deceased and done for, without skin, flesh, or bones—than anything having life, longevity, elasticity, vigor, vitality, or wide awake component parts.



MILWAUKEE; ITS PAST, PRESENT AND FUTURE.

☞ We transfer to our columns to-day, crowding out much other matter for the purpose, the interesting sketch of Milwaukee, prepared for ERVING, BURDICK & Co's new Directory, just published. We have published an extra edition of the paper, so that those of our citizens who desire to send copies to their friends may obtain them at the counting room of our office.

For the purpose of enabling persons at a distance to understand the Railroad system of our city, alluded to in the article, we have procured the use of the MAP, got up by J. S. FILLMORE, Real Estate Agent, 243 East Water street. As the numbers upon the Map do not precisely correspond with those in the article, we append the following directory for the Map. Of course, in a map of so small dimensions, many of the important towns through which the roads pass cannot be laid down; and we make other explanations below:

1. Lake Shore Railroad, from Chicago.

2. Fox River Valley R. R., connecting at the State line with roads in Illinois, penetrating a wide farming country.

3. One of the connections of the last named road.

4. Milwaukee & Beloit R. R.

5. Southern Wisconsin—branch of the Milwaukee & Mississippi, in process of construction.

6. Milwaukee & Mississippi, completed to Prairie du Chien. (The artist, perhaps inspired by something of that admiration of the line of beauty adopted by the early managers of this road, has made a curve, or loop, of extravagant character. The air line distance between Milwaukee and Madison is about 80 miles, while the road, viz Milton, 100 miles. The artist has neglected to insert the Watertown & Madison R. R., which will shorten the distance some 15 to 18 miles, when completed, and has inserted an *air line*, which ought to exist.)

7. La Crosse & Milwaukee R. R., completed to Portage City at present, and rapidly progressing.

8. Northern Division of the last named road, the north-west termination not yet located.

9. Milwaukee & Horicon R. R., to be completed to Berlin, about 20 miles from this city, in a few days.

10. Northern Division of the Chicago, St. Paul & Fond du Lac R. R., now completed from the junction of the La Crosse road to Fond du Lac, and being extended south and north.

11. Milwaukee & Superior R. R., extending north along the Lake and to Green Bay, &c., under construction. (From a point on this road a few miles north, the Fond du Lac Air Line R. R. leads off towards that city.)

The Eastern connections, via the Grand Haven Air Line Route, are plainly shown by the Map.

Sketch of Milwaukee.

Milwaukee, the commercial metropolis of Wisconsin, is of very recent origin. Though for many years the site of an Indian village and a favorite Indian trading-post, it was not until 1835 that any permanent settlements were made here. Previous to that date, the late SOLOMON JUNEAU, with his family, were the only white residents of this place; but the Sauk war of 1832 brought the then comparatively unknown Territory of Wisconsin into public notice, and the glowing descriptions of its beauty and fertility, which the returning volunteers and soldiers carried back with them, soon attracted a swarm of immigration to this land of promise. Milwaukee early became one of the favorite points of settlement, and its population rapidly increased from 1835 to 1837. Then came the results consequent upon the commercial disasters, and general derangement of business all over the country in that year, and up to 1840 Milwaukee, then numbering some 1700 inhabitants, remained almost at a stand-still. To this era of depression succeeded one of progress and prosperity, the town gaining rapidly both in wealth and population. In 1847 the number of inhabitants had risen to 14,061. Now came a second season of adversity. Wisconsin land threw successive years of poor crops. The glittering temptations of California drew away many of her citizens.—Sickness and ill-fortune disgusted others and drove them back to the Eastern homes, whence they had emigrated to the West. It required, during those two or three gloomy years, a strong faith and good courage to struggle against hard times and discouraging prospects, in the hope of brighter days and better fortunes.

But these came at last. The seasons and crops improved; many of the California pilgrims returned, the wiser for their journey and better pleased than ever with their Wisconsin homes; the tide of immigration once more set in, strong and full, Wisconsin-wards; and now the whistle of the locomotive, that *"open sesame"* to the treasures of the West, began to be heard in our midst, and MILWAUKEE took its second start ahead. Business and population increased rapidly; real estate experienced a sudden rise; new buildings began to appear in all parts of the city; the demand for stores and dwellings grew clamorous, and landlords rejoiced in unheard of and hitherto undreamed-of rents. From 1850 to 1857, a brief *four* years, MILWAUKEE *doubled* its business, wealth and population, and is now growing faster in all three particulars, than at any previous period of her history. The following table exhibits the actual, or estimated population of the city at different periods:

1838	700
1840	1,751
1842	2,700
1845	7,100
1847	14,061
1850	20,035
1855	30,061
1857 (estimated)	45,000

The location of Milwaukee is an admirable one for Commercial purposes, as it is for beauty and salubrity. Two rivers, Milwaukee and Menomonee, mingle their waters about half a mile from the Lake Shore, and flow together into Lake Michigan, near the centre of a deep Bay. This Bay, nearly seven miles wide and two and a quarter deep, fronts the east and is measurably protected, at the north and south, by projecting head-lands. A fine, high bluff, overlooking the lake and affording charming sites for private residences, follows the northern curve of the bay for nearly two miles, when it subsides into the valley of the Milwaukee river. A similar, though not so lofty bluff, extends northerly from the South point of the bay for two or three miles. The intervening flat is occupied by the business and manufacturing portions of the city. The warehouses and lumber yards fringe the docks; the foundries and machine shops occupy the level ground a block or two back; while the heavy wholesale and retail houses line the main business streets, which run next to and parallel with the river. The bluffs, which rotate from the lake shore, as they approach the mouth of the river, sweep round to the west, forming an amphitheatre; and on these high and inviting grounds the private residences of our citizens are thickly clustered.

The Harbor facilities of Milwaukee, when the Improvements now in progress shall have been completed, will be unsurpassed by those of any port on our Lakes. The Milwaukee river, entering the city from the north, flows through it, with a gentle current, a nearly uniform width of 200 feet and an average depth of ten feet; to be increased, under a recent contract, to twelve feet, in the middle of the channel, all the way from its mouth to Cherry street Bridge. About a mile and a quarter from the point of discharge into the Lake, it receives the waters of the Menomonee; the latter stream having the capacity to maintain a channel 100 feet wide, and of sufficient depth for vessels drawing eight feet water, for about an eighth of a mile; and for vessels drawing six to six and a half feet water, for three eighths of a mile farther. Near the outlet of the Milwaukee river it is also joined by the Kinnickinnick Creek, the waters of which, just below the junction, spread over a large space, forming what is known as Commercial Bay; a wide expanse of water, well sheltered, and of almost sufficient natural depth to accommodate the entire commerce of the Lake. To this bay and the river, with its miles of dock line and its ample accommodations for vessels of every class navigating the Lakes, there are *two* entrances, the old, or "Government Harbor" and the new, or "Straight Cut." The former was constructed under the direction and at the expense of the General Government; the latter is, mainly, the work of the City. The Government Harbor is at the mouth of the river, and is lined by two parallel piers of crib work, 200 feet apart, affording a channel of sufficient width for two vessels or steamers to pass, and at the present time, twelve feet deep in the shoalest part. From this entrance, the river pursues a sinuous course to the north, first receding from and then approaching the Lake, for nearly three quarters of a mile, when it bends to the west.

At the point of nearest approach to the Lake and about half a mile north of the Government Harbor, the "Straight Cut" has been made.—This is 260 feet in width, 12 to 14 feet deep (when dredged out) and protected by parallel piers of crib-work, 700 feet in length, and running out into 12 feet water. It is designed to extend these piers from three to four hundred feet further, reaching fourteen feet water in the Lake, and affording a wide, safe and accessible entrance to the river. As both the Government Harbor and the "Straight Cut" will hereafter be kept open and maintained in good order, vessels, or steamers, coming into port, will have the choice of the two entrances, and will find, in the reach of the river between them, us in Commercial Bay and in the river above the "Straight Cut," the amplest accommodations for receiving or discharging cargoes, as well as roomy and sheltered moorings. The Bay outside, more or less, is well protected by projecting headlands from some of the more violent gales which sweep the Lake, and affords excellent and abundant anchorage. These advantages it is designed to improve by the erection of a breakwater of rough stone, extending from the North Point, in a direction East by South, one mile, or more, into the Lake. Some for the purpose is found close at hand; a reef running some distance out forms a natural foundation, and under the lee thus afforded, vessels can ride out, easily and safely, the fiercest storms of our tempestuous seasons. It is no exaggeration to say, in view of all these facts, that Milwaukee Harbor is the safest, the roomiest and the easiest of access, of any one on the entire chain of Lakes.

The Railroad system of Milwaukee, now in process of rapid development, is an important element of her growth and prosperity. That system embraces the following roads, all of which are either in operation, or under construction:

1. The Green Bay, Milwaukee and Chicago R. R., commonly called the Wisconsin Lake Shore R. R., extending from Milwaukee south to the State Line, and connecting at this point with a road from Chicago. This portion of the road, uniting Chicago with Milwaukee by rail, (a distance of 85 miles) has been in operation for two years, and is doing a large and lucrative business. The Milwaukee and Superior road, the extension northward of the Lake Shore road, is under good headway, and is expected to reach Cedarburgh, (Ozaukee County) 17 miles, this year, and Sheboygan, 50 miles, within less than two years.

2. The Fox River Valley road. This road runs south-west from the City, along the valley of the Fox River, passing through a number of important villages; crossing the Racine and Mississippi R. R. at Burlington; connecting at the State line with the Fox River road of Illinois; and through it, with the principal roads in that State; intersecting the Kenosha and Rockford R. R., near the State line, and thus forming a very direct communication between Rockford and Milwaukee; and giving the latter access to the richest portion of Illinois. Considerable progress has been made in grading the first division of the road, from the State line to Rochester, and the directors hope to complete the work within a year.

3. The Milwaukee and Beloit Railway, leading from this city southwesterly through Milwaukee, Waukesha, Walworth and Rock Counties, and connecting at Delavan, 40 miles, with the Racine and Mississippi, R. R., thereby forming a direct line from Milwaukee to Savannah on the Mississippi River, a distance of only 185 miles, and believed to be the *shortest* route that can be found between Lake Michigan and the Mississippi. At Savannah this road will connect with a similar road, already under contract, traversing Iowa and leading direct to Nebraska and Kansas. The Milwaukee and Beloit R. R. is well advanced and will be vigorously prosecuted. It is hoped to reach Delavan and form the connection with the Racine and Mississippi R. R. ere a twelvemonth elapses.

4. The Milwaukee and Mississippi Railroad This is the Pioneer Road of the State, and was but recently opened *through* to the Mississippi at Prairie du Chien. It runs in a general westerly direction across the State, inclining southwardly towards Janesville, which it reaches by a branch, and then heading northward again towards Madison, the Capital of the State. From this point west, it pursues a very straight course down the romantic valley of the Black Earth and Wisconsin, and debouches upon the Mississippi upon the broad and beautiful plateau of Prairie du Chien. The road is in excellent hands, and does a very large and steadily increasing business. It connects at Milton with the Southern Wisconsin R. R., which passes through Janesville, the flourishing County Seat of Rock county, and thence follows a straight western course through the southern tier of counties, to the Mississippi, nearly opposite Dubuque. A few miles west of Monroe, Green county, it will connect with a branch road leading to Galena, and built by the enterprize of that wealthy and busy city. This portion of the road is expected to be completed and in operation within the current year. The Milwaukee and Mississippi R. R. will connect, by this southern branch terminating opposite Dubuque, with the system of roads radiating from that commercial metropolis of Iowa, and by its main line at Prairie du Chien, with the McGregor, St. Peters and Missouri River R. R., running directly west through the best portions of Iowa.

5. The Milwaukee & Watertown Railroad.—This road, formerly a distinct corporation, is now consolidated with the La Crosse & Milwaukee R. R. It is now completed and in operation to Columbus, Columbia County, a distance of 62 miles from Milwaukee, and is to be extended to Portage on the Wisconsin river, some 24 miles further.—This road passes through the flourishing city of Watertown, situated on the Rock river, one of the most important milling and manufacturing points in the State. From Watertown a road is now under contract to Madison, the Capitol, and its completion is confidently looked for during the present year.

6. The La Crosse & Milwaukee R. R., and the Land Grant road. This is one of the most important roads, considering its length, direction and different connections, leading into our city. The general course is north-westerly, and it reaches the Mississippi at La Crosse, about 200 miles from Milwaukee. The road is now completed and in operation to Portage City, on the Wisconsin, "the half way house" to the Mississippi. The western division, extending from Portage to La Crosse, has been put under contract; the grading is to be completed this year and the road is to be opened through by the first of November 1858. The same company which is building this road is the recipient of the munificent grant of land made by Congress to this State, in aid of a Railroad from Portage to St. Croix and thence to Lake Superior. The length of this road will be not far from 350 miles, and estimating the cost at $30,000 per mile, the company think that the lands will realize more than enough to pay the whole cost of the enterprise. Both at La Crosse and at the St. Croix termination, this road will connect with the Minnesota system of Railroads and will thus unite that nascent and vigorous State to Milwaukee by iron bands and the still stronger ties of social and commercial intercourse.

7. The Milwaukee and Horicon Rail Road. This is one of the most promising enterprises in our State. For the first 51 miles, to Horicon, Dodge County, it follows and occupies in common, the track of the La Crosse & Milwaukee R. R. At Horicon it leaves this road and takes an independent route, pointing further towards the North, and passing through Waupun, Ripon, Berlin, (on the Fox River) Stevens Point, (on the Wisconsin) to Superior City, on Lake Superior, 325 miles from Milwaukee. It is now completed and open to Ripon, 31 miles from Milwaukee and will be extended to Berlin 92 miles, within the next two months.* At Berlin it will connect with Steamboats, plying up and down the Fox River, and at Ripon it will connect by means of a road now in progress, with Oshkosh and the Lower Fox. At Stevens Point it will reach the heart of the Wisconsin Pineries and secure the trade of the vast and inexhaustible agricultural, lumber and mineral regions of Central, Northern and Northwestern Wisconsin. At Superior City, its proposed Northern terminus, it will connect with the contemplated Northern Pacific Railway, and will form the air line from it to Milwaukee. This road has been quietly, promptly and efficiently managed, and is regarded with the highest favor by the business men and capitalists of our city, and by the residents along its entire route. It is doing an excellent business and making steady progress.

8. Milwaukee and Fond du Lac Air Line.—This road follows the track of the La Crosse and Milwaukee R. R. for a few miles out of the city, and then pursues a direct course to Fond du Lac, connecting at that point with the North Eastern Land Grant road to Lake Superior.

9. Milwaukee and Superior R. R. This is the extension Northwardly of the Wisconsin Lake Shore Road, and has been previously described.

Such is the Milwaukee system of Railroads.—It embraces no less than *nine* distinct lines radiating from Milwaukee, as a grand centre, and sweeping round in a complete semi-circle, reaching to Chicago on the south; penetrating Illinois on the south-west; deb-uching on the west at four different and distant points upon the Mississippi, and connecting, at each of these points, with lines of roads traversing Iowa, Minnesota and the vast regions still further west; striking Lake Superior, on the North-West, and North, by three distinct routes, far apart from each other; and securing to Milwaukee, by this complete and comprehensive network, the great bulk of the trade and travel from Northern Illinois, Northern Iowa, Wisconsin, Minnesota, and the Lake Superior Country. The City of Milwaukee, with commendable enterprise and foresight, has loaned her credit to the amount of *One Million and a Half of Dollars*, for which she holds ample securities, in aid of these various enterprises, and already begins to reap a rich return for this liberal and judicious investment. What gives additional value and great advantage to the system of Railroads radiating from Milwaukee, is her position as a Lake Port, and her connection, by means of a Steam Ferry upon Lake Michigan, with the great Railway thoroughfares traversing Michigan and Canada, and connecting with the New York and New England Rail Roads, by the shortest and most direct route that can be found. Milwaukee is 90 miles nearer by water, to Buffalo, Oswego, Cleveland, and all the Lower Lake Ports, than Chicago is, and must always possess inland and better Harbor facilities than her Illinois rival. Grand Haven, directly opposite Milwaukee, is the Western Terminus of the Detroit & Milwaukee and the Port Huron & Lake Michigan Railways, which connect with the Grand Trunk and Great Western Roads through Canada, and will be completed and ready for business next Spring. The opening of this grand chain of Railways, all the way from the St. Lawrence and the Atlantic sea ports, to Grand Haven, on Lake Michigan, will bring Milwaukee directly into line, and make her the most important and the heaviest receiving and distributing point, for freight, produce, and passengers, in the entire North West.

We have spoken of the Commercial and Rail Road advantages of Milwaukee. She is also destined to become a great Manufacturing City, and has already entered with energy and success upon this career. A dam across the Milwaukee River, some three miles from its mouth, supplies a fine Water Power, which is turned to excellent account. Five Flouring Mills are now in operation, which turned out last year, aside from custom work, about 120,000 barrels of flour.—The number of Foundries and Machine Shops in the city is now about twenty, employing, probably, a thousand men, and turning out work to the amount of a million of dollars. Constant additions and improvement are being made to these establishments, and the business is rapidly increasing. Brick-Making is an important item among the industrial pursuits of the city. Eight yards, employing three hundred to three hundred and fifty men, are engaged in this manufacture, and turned out, last year, thirty five millions of brick—not more than enough to supply home demand. The peculiar clay found in and about our city, has made the Milwaukee brick famous through out the land, for beauty and durability.—During the past year, no less than *twenty six* Breweries, employing 500 men, and enlisting a million of capital, have been in operation in our city. Of these, a large proportion are engaged in the manufacture of *Lager Beer*, which is fast becoming a popular beverage, and is exported to Chicago, and other neighboring cities and towns. The amount manufactured last year was upwards of 75,000 barrels, and this year will exceed 125,000. Pork and Beef Packing are carried on extensively in our city, and the quality of both always commands high prices in the Eastern markets. During the past season, however, the home demand has increased faster than the supply, and Pork, this Spring, has reached in consequence, very high prices. Ship building is another element of our industrial prosperity.—The Milwaukee fleet now numbers 110 vessels, of an aggregate tonnage of 25,000 tons, and many of the best and fastest were built at this port. There are, besides, innumerable minor branches of manufacturing industry carried on in our city, to which in a hasty sketch, we can only refer generally. The aggregate value of all articles manufactured in Milwaukee, during each of the past three years, is thus stated in the last Annual Report of our Board of Trade:

YEAR.	VALUE OF ARTICLES MANUFACT'D.
1854	$4,663,000
1855	5,590,000
1856	8,357,000

Among the "institutions" of Milwaukee worthy of special mention, is her press. Probably no city in the Union maintains so large a proportionate number of newspapers. There are seven dailies now published here; five English and two German, to wit: the *Sentinel*, *Wisconsin*, *Free Democrat*, *News*, *American*, *Banner* and *Seebote*. Most of these also issue tri-weekly and weekly editions. The *Atlas*, another German paper, is published semi-weekly, and the *Grad Aus*, also German, is published weekly. Large and well supplied job offices are connected with several of the leading papers, and do a heavy business.

The reference to the press suggests the subject of public education. Milwaukee is already well supplied with schools and Academies of considerable pretensions. The system of free schools is incorporated into the Constitution of the State, and the munificent grant of the sixteenth section in every township of the State, for the support and maintenance of common schools, will, it is estimated, yield a fund of five millions of dollars. The income of this fund is annually distributed among the several towns and cities of the State, in proportion to the number of children between the ages of 4 and 20, residing in them respectively. There are seven public school houses, now completed or in process of erection, in Milwaukee, and doubtless one or two more will be built within the next year. These are large, airy, well arranged, and of handsome exterior. Several of them occupy commanding and eligible sites, and they afford, altogether, accommodations for upwards of 2,500 children. The corps of teachers employed is large, carefully selected, and liberally paid. The management of the schools is under the charge of a Board of Commissioners, three from each Ward of the city, appointed by the Common Council. This system is susceptible of improvement, as the schools require a more constant and watchful supervision than they ever receive from the Commissioners. Besides the public schools, there is a regularly incorporated University, a well endowed female College, and numerous private Academies and Select Schools, where the ornamental, as well as the useful branches of education are well taught. Large as is the aggregate number of these schools, they are generally well filled and fairly patronized. The State University, at Madison, and Colleges in different parts of the State, (two of them within an hour's ride of Milwaukee) afford ample facilities for completing the education commenced in the public and select schools.

The number of Churches in Milwaukee is even larger than that of the schools. It is believed that there are not less than fifty buildings occupied for purposes of Divine Worship every Sabbath morning. The Episcopalians have three Churches and two Missionary Stations, where services are regularly performed; the Catholics, six Churches; the Presbyterians, four; the Methodists, four; the Congregationalists, three; the Baptists, three; the Unitarians, one; the Lutherans, [German] six; the Scandinavians [Norwegian] two; the Welsh and Hollanders, one each; the Jews, two Synagogues; and other denominations, one or more churches. Many of these edifices are large and costly structures, and there is a degree of taste in the architecture and fitting up of the Churches, and a spirit of liberality toward the clergy in charge of them, which do credit to the citizens of Milwaukee. Religious services are now regularly performed in Milwaukee in no less than *seven* different languages, viz: English, German, French, Norwegian, Dutch, Welsh and Hebrew.

The total number and variety of civic societies and associations, organized for religious, benevolent, or social purposes, is to be found in Milwaukee. Among these may be named three Orphan Asylums, two Catholic and one Protestant; St John's Infirmary, under the care of the Sisters of Charity, an admirably managed institution; the Milwaukee Musical Society, which gives frequently, during the year, Concerts, Operas and Oratorios, in the most creditable style; the Young Men's Association, now numbering between three and four hundred members, possessing a well stocked Library of 4,000 volumes, and occupying pleasant rooms, where a large number of the leading papers and periodicals, American and English, can be found; three Masonic and three Odd Fellow Lodges; several German and Irish Benevolent Societies, &c. Milwaukee can also boast of a well organized and amply provided Fire Department, and eight Military Companies, several of which cannot easily be excelled for discipline, spirit, or efficiency, in any of the older cities of the Union. Two Gas Companies, chartered by the Legislature, furnish the City with a very good article of Gas, at the cost of $3 50 per thousand feet. A Hydraulic Company has also been chartered and organized to supply the City with pure Lake Water. Numerous wells and springs, however, already furnish abundant supplies of excellent drinking water; and in winter large quantities of the clearest ice are cut in the river, near its mouth, and supplied to the public, at moderate rates, during the summer months.

Milwaukee enjoys, too, an excellent market. The Lake furnishes, for a large part of the year, White Fish and Trout, in great abundance and of excellent quality; while the streams and lakes of the interior supply pickerel, black bass, with now and then a trout from the Northern part of the State. Game abounds in the vicinity.—Ducks, English Snipe, Woodcock, Quail, Partridges, Prairie Chickens, and Venison, are all to be had in large quantities, in the several seasons. The prairie fed Beef is renowned for its juicy tenderness, and our Pork is as fat and sweet as can be found. Vegetables and the smaller fruits are supplied, in large amounts, by the numerous Market Gardeners, who are turning to account all the eligible spots for their business, for miles round the City.

The spirit of progress and improvement has never been so rife in Milwaukee as this present season. A very large number of stores and dwellings, as well as of buildings of a humbler class, were completed, or commenced last year, involving an estimated expenditure of more than two millions of dollars. Among these is the Newhall House, a first class Hotel, 180 by 120 feet and six stories above the basement, to cost $160,000. The United States Government buildings, for a Custom House, Post Office, and United States Court, to cost $125,000; the State Bank, and the Albany, costing each $50,000, the blocks of splendid stores erected by J. B. Cross, Inbusch Brothers, Mahler & Wendt and others, the new School Houses for the Second, Fourth and Seventh Wards, costing $10,000 each; and St Joseph's Church in the Sixth, the Methodist Church in the Seventh and the Spring Street Congregational Church in the Fourth Ward, costing each from $20,000 to $25,000, may be especially named. But the building this year will far exceed that of last. In every quarter of the city extensive preparations are making with this view, and even thus early in the season, (June 1st) the number of new buildings, in different stages of progress, as verified by careful and accurate count, is found to be as follows:

WARD.	NEW BUILDINGS IN PROGRESS.
First Ward	115
Second "	128
Third "	108
Fourth "	136
Fifth, "	168
Sixth, "	251
Seventh"	86
Eighth,"	111
Ninth, "	261
Grand Total	1,349

Besides this large aggregate, plans and estimates have been prepared, and contracts already made, for many costly and elegant stores, private dwellings, blocks, &c.; while the necessities of our rapidly increasing population are compelling constant additions to the number of cheap frame tenements in the exterior wards of the City.

Another satisfactory evidence of the rapid growth of the city, in business as well as in population, is to be found in the constant influx of capital from the East, and the frequent establishment of new banks and banking offices in our midst. To the eight banks in operation last year, two more, the Juneau Bank, and the Globe Bank, have recently been added; and several new banking offices opened. The banking capital of the City has increased about half a million of dollars during 1856, and now amounts to $1,500,000. There is still room, however, for the profitable employment of a much larger amount of capital, and it will, ere long, find its way hither.

We have thus briefly sketched the rise, progress, and present condition of Milwaukee, the commercial metropolis of Wisconsin. Its growth has been almost unprecedentedly rapid, but substantial withal; and its advantages of site, climate and position, as they become more and more widely known, must ensure for it in the future, even a larger measure of prosperity than it has enjoyed in the past. Its healthful and commanding location; its unrivalled Harbor, and almost unlimited river front; its great commercial and manufacturing capabilities; its net work of Railways, interlacing the whole State, and connecting on the East, South, West and North, with the railway systems of adjacent States; the fertile, salubrious, extensive, and rapidly developing country tributary to it; its energetic, industrious, and intelligent population; the vast diversity in industrial pursuits, and the value and variety of manufactured products; the certain employment, and the high wages offered to the skillful mechanic, and the rich returns ensured to the enterprising capitalist; the facilities for education, and the attractions of cultivated and refined society.—all these advantages combined must render Milwaukee a favorite resort and residence for the man of business, the man of capital, and the man of leisure. Its Lake front rivals in beauty that of Naples; the rich color of its famous brick lights up its business streets, and lends a brighter hue to its dwellings; thickly planted trees shade and adorn many of its principal thoroughfares; the Milwaukee river, flowing its midst, secures a thorough drainage, furnishes an abundant water power and commercial facilities, and forms a pleasing feature in the landscape: while the inland sea, which stretches away on its eastern front, 400 miles long, 80 miles wide, and 900 feet deep, supplies its market with the finest fish, cools and invigorates its air, and bears rich burdens to its busy port.—Seated upon an amphitheatre of hill sides and valley; with Lake Michigan sparkling at its feet, the Milwaukee and Menomonee rivers winding through its borders; the iron rails linking it to every quarter of the State; agriculture, commerce and manufactures, all enlisted in its service, and swelling its prosperity; Milwaukee may fairly claim the palm for peerless beauty, and hopefully contend for the prize of being first in wealth, size and population, among the cities of our American Mediterranean.

*Footnote: *This road will be opened to Berlin next week.*

NEW YORK REAL AND PERSONAL ESTATE.—The Tax Commissioner's corrected list of the value of Real and Personal Estate in New York, as assessed 1856 and 1857, shows the following:—1856—real estate, $340,971,468; personal estate —$165,214,748. From 1856 to 1857, increase in real estate, $11,990,705; decrease in personal estate, $4,553,022 1856—total amount assessed $518,787,279 1857—total amount assessed. $521,132,952. Total increase, $7,445, 474.

GONE MAD FOR LOVE.—The Cincinnati *Gazette* says that a beautiful German girl, named Hannah Roedter, has just been taken to the Insane Asylum from that city, having gone mad from disappointment in love. The physicians say they never before saw so violent a maniac. Her parents refused to allow her to marry the man to whom she was betrothed.

"NOTHING TO WEAR."—The N. Y. *Mirror* states that a respectable clergyman from an up river town has recently been in the city claiming for his daughter the authorship of "NOTHING TO WEAR." He states that she visited New York last winter with the Manuscript poem and lost it.

☞ George Peabody offers $10,000 to the city of Newburyport, for any benevolent object its authorities may specify. Mr. P., since his visit to this country—about a year ago—has donated more than half a million of dollars; and yet so vast is his business in England, that he is said to have made more than that sum during his visit here.

FIRE IN BROOKLYN—SEVENTY HORSES BURNED.—On Saturday night of last week, the stables of the Brooklyn City Railroad Co. were burned, and about 70 horses destroyed. As fast as they were taken out of the burning building, they would rush back into the flames.

FIRST TYPE MADE IN AMERICA.—The first type made in America were made by ALBERT BUEL, at Killingworth, Conn., in 1769, and were used by him in printing a memorial to the Assembly, praying for aid in the establishment of a Foundry.

PORTAGE CANAL.—The Portage City *Record* states that the dredge is making thorough work in excavating the Canal, having a channel seven feet deep.

U. S. TREASURY.—The State of the Treasury on the 20th inst., was as follows.

Net balance on hand	$18,800,177
Receipts for the preceding week	2,184,725
Drafts issued	2,403,102

PAPER STOPPED—THE REASON.—The Mazomanie *Herald* has stopped. The publisher gives the following among other reasons good:

As we first told our citizens we could not publish unless we speedily secured a circulation of 400 or 500 cash subscribers and having only 65 of whose subscriptions, we have received $57,25 in cash, of which only $36,50 has been paid by people of Mazomanie, our readers will at once appreciate why we cannot publish any longer, seeing that our paper has cost us $281,71 in cash to issue so far, without Printing material or office rent to pay.

As this we shall not publish the MAZOMANIE HERALD any longer, simply because we cannot get one red cent to assist us.

FUN FOR BOYS.—You were made to be kind, and generous, and magnanimous. If there is a boy in the school who has a club foot, don't let him know you saw it. If there is a poor boy with ragged clothes, don't talk about rags in his hearing. If there is a lame boy, assign him some part of the game which does not require running. If there is a hungry one, give him some of your dinner. If there is a dull one, help him to get his lessons. If there is a bright one, be not envious of him; for if one boy is proud of his talents and another is envious of them, these are two great wrongs, and no more talents than before. If a larger or stronger boy has injured you, and is sorry for it, forgive him. All the school will show by their countenances how much better it is to have a great soul than a great fist. —*Horace Mann.*

LATER FROM UTAH.—We have advices from Utah to the 2d of July. The Mormons had received tidings of the military preparations of the Government, but the news had excited little alarm. The come of Young's organ is confident and boastful. Federal office holders are affectionately informed that Utah is not a desirable abiding-place for them, and that "they will not find it congenial to their health." Government appointments for Territories are denounced in unmeasured terms as a relic of barbarous colonial usage.

STORM AND FLOOD AT ALBANY.—Albany was half drowned on Saturday last by an extraordinary deluge of rain. The torrent tore up the paving stones and carried away boxes and barrels, whirling them toward the Hudson like so many straws. The storm lasted three-quarters of an hour, entirely suspending business and travel. The stores and cellars were flooded, and an immense amount of damage has been done.

COUNTERFEITER CAUGHT.—The Deputy Sheriff of Sauk County committed to the jail in this county, on Saturday last, one David H. Wyman, charged with passing counterfeit money on the Northwestern Bank of Virginia, in Baraboo, on

VOLUME XIV. MILWAUKEE DAILY SENTINEL, THURSDAY MORNING, JULY 30, 1857. NEW SERIES.

MILWAUKEE BUSINESS DIRECTORY

THE FOLLOWING LIST OF BESINESS HOUSES AND MANUFACTURING ESTABLISHMENTS ARE AMONG THE BEST AND MOST PROMINENT IN THEIR RESPECTIVE LINES OF BUSINESS.
marl8dly G. W. HAWES' COLUMN.

Dry Goods, - - - - - Wholesale.

SEXTON, BROTHER & CO.,
Importers and Jobbers of
FOREIGN AND DOMESTIC DRY GOODS AND YANKEE NOTIONS,
Always on hand, a full and complete assortment of every description, direct from manufactories, suited to the Western trade.
Nos. 145 and 145 East Water st.

Yankee Notions, - - Wholesale.

HANSEN, WESTERMANN & CO.,
Importers and Jobbers of
YANKEE NOTIONS, FOREIGN AND DOMESTIC FANCY GOODS AND TOYS,
Also, Hosiery and Embroideries, Musical Instruments, Cutlery, Etc., Etc.,
No. 133 East Water Street, (up Stairs.)
Choice Havana & Domestic Segars.

Lock Manufactory Establishment.

LOCK MANUFACTURERS.
SCHUMACHER & JOHNSON,
Manufacturers of
VAULT DOORS, POWDER & BURGLAR PROOF BANK LOCKS.
We would call particular attention to our DOUBLE-ACTING COMBINATION LOCKS.
We are permitted to refer especially to the STATE BANK OF WISCONSIN & WISCONSIN MARINE & FIRE INS. CO. BANK.
Also to the
MARINE BANK, MILWAUKEE.
All of this city.
☞ Key Handings, and also Nunchistons for Hotels put up neatly and promptly at No. 245 East Water St.

Boots & Shoes, - - Wholesale & Retail.

ATKINS & STEELE,
Manufacturers and wholesale and retail dealers in
BOOTS AND SHOES,
Sign of the Mammoth Boot
147
East Water street, Milwaukee, Wis.

Crockery - - - Wholesale and Retail.

SIVYER, TERRILL & CO.,
Importers and Wholesale Dealers in
CROCKERY, CHINA AND GLASSWARE
Looking Glasses, Cutlery, Japanned, Britania, Willow, Wooden Wares, &c.,
No. 50 East Water Street, Milwaukee, Wis.

M. G. ELPHICKE & CO.,
Importers and Dealers in
CHINA, GLASS AND EARTHENWARE,
House Furnishing Wares, Lamps, Cornelius' Gas Fixtures and Manufacturers of
LOOKING GLASSES,
Gas and Steam Fitting and Plumbing,
158 EAST WATER STREET.

HAIR & PERSONS.

Importers, Jobbers and Retail Dealers in
CHINA, EARTHEN AND GLASS WARE, GAS FIXTURES,
LOOKING GLASSES, CUTLERY, &c.
163 East Water street.

Wines, Brandies and Gins, - Wholesale.

J. W. HOYT,
Wholesale Dealer in Imported
BRANDIES, WINES, LIQUORS, &c.,
No. 179 East Water Street.
Double Rectified Whiskey constantly on hand at the lowest rates.

Gloves, Mittens, Bandages, &c. - - Wholesale.

EMANUEL SAUER,
Manufacturer of Gloves and Bandages, Also Wholesale and Retail Dealer in Hats Caps, Suspenders, Belts, &c.,
No. 88 East Water Street, near Mahler & Wendt.

Trunks and Valises, - - - - Wholesale.

Wisconsin Trunk Manufactory, 102 East Water Street.
JOHN R. COUP,
Manufacturer and Wholesale and Retail dealer in Trunks and Valises. Orders from the country promptly attended to.

Furniture Manufactory, - - Wholesale.

J. P. BIRCHARD,
Manufacturer, wholesale and retail dealer in fashionable CABINET WARE, SOFAS, CHAIRS, and Upholstery,
No. 21 Spring St., and 153 West Water St.
Steam Power Factory, 175 and 177 West Water Street.
Cabinet Makers and Upholsterers Materials.

SEAMAN & WING,
Manufacturers and Wholesale Dealers in
FURNITURE AND UPHOLSTERY
OF EVERY VARIETY.
FOR SALE TO THE TRADE.—Eastern knock-down work. Veneers and Mahogany of all kinds. Hardware, Looking Glass Plate, Hair, Cloth and other Seatings, Curled Hair, Springs, Varnishes, Japans and every article required for manufactory.
Nos. 173 & 174 East Water Street.

Saddlery Hardware & Carriage Trimmings.

GEORGE DYER & Co.,
Wholesale and Retail Dealers in
SADDLERY HARDWARE, CARRIAGE TRIMMINGS
WHIPS, FLY NETS, &c.,
No. 136 East Water street, Milwaukee, Wis.

Stone Ware Factory - - - Wholesale.

J. B. WAKEFIELD,
Manufacturer and Wholesale and Retail dealer in STONE WARE.
A general assortment of Ware always on hand from the Factory this day. Orders from the country will receive prompt attention
Corner of West Water and Clybourn Sts.

Sash Door and Blind Factories.

WISCONSIN PLANING MILL,
AND SASH, DOOR AND BLIND MANUFACTORY.
The subscribers having made extensive alterations and additions to their machinery, thereby doubling the capacity of their Mill, are now prepared to furnish every variety of
PANEL DOORS, SASH, BLINDS, DOOR AND WINDOW FRAMES, MANTELS, BASE AND MOULDINGS,
Of every size and pattern, and every kind of inside finish for
BUILDINGS AND STEAMBOATS.
Shelving for stores, Siding and Flooring constantly on hand.
Scroll sawing done to order.
Orders promptly attended to.
W. A. CONWAY & CO.

P. Y. & C. HORNING'S
PLANING MILL AND SASH FACTORY.
Store of E. Water Street,
Between Mason and Oneida Streets,
Always on hand for sale, Sash Doors and Blinds, also Sticking and Planing. All orders promptly attended to.

Leather Manufactory - - - - Wholesale.

WISCONSIN LEATHER CO.,
99 East Water Street, Milwaukee, Wisconsin.
Tanners and General Dealers in
HIDES, OIL, LEATHER AND FINDINGS.
REUBEN ALLEN, GEO. W. ALLEN, WM. ALLEN, O. WHITCOMB.

Camphene, - - - - Wholesale.

S. GOODMAN.
Manufacturers of
CAMPHENE AND BURNING FLUID.
And Wholesale Dealer in 95 deg. Alcohol and Spirits Turpentine.

Marble Works.

MILWAUKEE MARBLE WORKS.
H. O. HOFFMAN,
Manufacturers of
MONUMENTS, HEADSTONES, MANTELS, TABLE TOPS AND FOUNTS, &c.
On the most improved and modern designs, of Foreign and American Marble.
No. 68 Spring Street.

Books, Stationery and Paper Hangings.

FORD & FAIRBANKS,
(Successors to J. A. HALL & CO.)
WHOLESALE AND RETAIL DEALERS IN
BOOKS, STATIONERY, PAPER HANGINGS, &c.
153 EAST WATER STREET,
J. FORD - - J. L. FAIRBANKS.

E. TERRY & CO.,
Wholesale and Retail
BOOKSELLERS AND STATIONERS,
AND DEALERS IN
PRINTING INKS, BRONZE, BRASS RULE, CARDS, COLORED PAPERS, &c.
☞ Blank Books made to order.
No. 195 East Water Street.

Agricultural Implements, - Wholesale.

YORK, MITCHELL & CO.,
AGRICULTURAL AND STOVE WAREHOUSE,
34 East Water Street,
Manufacturers, Wholesale and Retail Dealers in agricultural Implements. Also, dealers in
York & Albany Stoves
☞ Field and Garden Seeds constantly on hand.

Hardware, - - - - - Wholesale.

LE FEVRE & GREENE,
Dealers in
Hardware and Agricultural Implements,
No. 81 East Water street, opposite Wisconsin Leather Co.

Clothing, - - - - - Wholesale

SWAFFIELD & RUSSELL,
No. 205 East Water Street,
Manufacturers and Dealers in
CLOTHING AND GENTS. FURNISHING GOODS, RUBBER CLOTHING,
At New York Prices.

STEIN BROTHERS & CO.,
BALTIMORE CLOTHING HOUSE
In Clothing and Furnishing Goods,
130 East Water Street.
This House is a branch of the largest manufacturing House East, and defy in price and quality every competition.
mar28

M. FRIEND & BROTHERS,
No. 170 East Water Street,
WHOLESALE AND RETAIL DEALERS AND MANUFACTURERS OF CLOTHING
And Gents Furnishing Goods.
☞ Particular attention is paid to custom work.
G. W. HAWES' COLUMN.

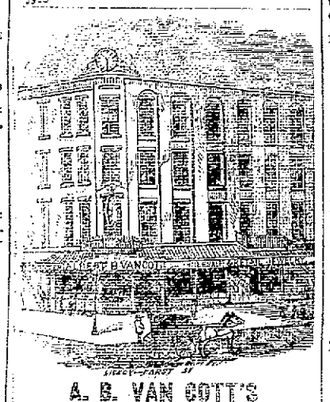
JEWELRY.

WATCHES
—AND—
JEWELRY.

J. HYMAN,
WHOLESALE AND RETAIL DEALER IN
WATCHES, CLOCKS, JEWELRY,
SILVER AND PLATED WARE,
No. 17 Spring St., Milwaukee.

MR. HYMAN respectfully informs his friends and the public at large, that he has on hand a good assortment of Gold and Silver Watches, Gold Chains, Lockets, fine sets of Cameo and Mosaic Bracelets and Rings, in great varieties. Also, an extensive assortment of Silver Ware, consisting of Spoons, Knives, Forks, &c., of the best quality and best styles. A splendid assortment of Plated Ware. Also, a fine assortment of Clocks, all of which he offers to sell as cheap or cheaper than any other House West of New York, at wholesale or retail. Every article of the above mentioned guaranteed to be as represented.

Watches, Clocks and Jewelry repaired at the shortest notice and warranted. Remember the place,
JOSEPH HYMAN,
No. 17 Spring street, Milwaukee.
☞ Watch Makers and Dealers are invited to call and examine my stock before purchasing elsewhere.
jy28



A. B. VAN COTT'S
JEWELRY STORE,
NORTHEAST CORNER
East Water and Wisconsin Streets, Milwaukee.
THIS OLD AND WELL TRIED ESTABLISHMENT is now, as ever, in full and prosperity. The stock of
GOODS,
is new and complete, and the prices so favorable as to make the place a favorite and desirable resort for persons of all ages, sexes and conditions.

The Stock
Is the Largest and most Desirable!
ever brought to the western market,
NEW GOODS,
of our own importation and manufacture, which will be sold to Dealers at the
NEW YORK Jobbing Prices.
JEWELERS, MERCHANTS AND PEDLERS Will do well to call before going East, or purchasing elsewhere. Among this stock may be found a full assortment of
WATCHES
from the most celebrated manufactories. Also the choicest patterns of
JEWELRY OF EVERY KIND.
WATCH GLASSES AND MATERIALS; also, WATCHMAKERS' TOOLS, of every variety.
The subscriber is thankful for past favors, and requests a continuance of the same.
Milwaukee, Dec. 25, 1856. jy7-26dly

COPARTNERSHIP!
LOOMIS & HOES,
HAVING associated with them in general Copartnership, NEWELL HAYDEN, of Conn., Manufacturer of
JEWELRY
—AND—
SILVER WARE,
UNDER THE NAME,
MATSON, LOOMIS & HOES,
STATE that our past success prompts to still greater exertion in the perfection of the
LARGEST AND CHEAPEST
Wholesale, Retail and Manufacturing JEWELRY STORE IN ALL THE WEST!
As one of our firm is engaged in manufacturing many of our goods, we are therefore prepared with double facilities, to meet the increasing demand for goods in the western country. Dealers will find it for their advantage to make their purchases of us, as we shall sell at eastern prices. Our great effort has and will be, to sell fine, reliable goods. We shall also keep such goods as may best suit the market of our various customers in trade.
To our city patrons and friends, who have so liberally sustained us, we return our sincere thanks, hoping always to merit by you as to merits a continuance of your favor. We respectfully invite you to an examination of our new goods, which we are now and will be frequently receiving. Our limited space will not permit of a minute description of many fine articles, but good dealers in quest of new goods, will see and be pleased at our assortment. The cultivated mind best appreciates the artistical skill and cunning work of the artist by observation.
Railroad men and others requiring correct time will always find an
ESSEX WATCHMAKER'S STANDARD
for that purpose, as we intend to sell the best watches that have been produced. Every one shall be dealt by honorably, and we hope to merit a continuance. The best and most complete stock of Watch Tools, Materials, Glass, &c., in the west.
The most competent workman to repair Fine Watches to be found.
All orders will meet prompt attention.
Weekly Observations taken with an Astronomical Transit, for the correct regulation of the Ball Road and City Time—the only one in the city. We can give the time to a second, if being the only way that time can be determined accurately.
☞ Remember the place.
MAXWELL MATSON, L. L. LOOMIS, J. H. HOES.
nov25-e590-dly